

LINCOLN PLANNING BOARD

MARCH 16, 2006

MINUTES

A special meeting of the Planning Board was held on Wednesday, March 16, 2006, at the Town Hall, 100 Old River Road, Lincoln, RI.

Chairman Mancini called the meeting to order at 6:12 p.m. The following members were present: Diane Hopkins, John Hunt, John Mancini, Gerald Olean and Michael Reilly. Absent were David Lund, Gregory Mercurio, and Town Engineer Kim Wiegand. Also in attendance were Town Planner Albert Ranaldi and Assistant Town Solicitor Roger Ross. Margaret Weigner kept the minutes.

Chairman Mancini advised four members present; have quorum.

SECRETARY'S REPORT

Mr. Olean made a motion to dispense with the reading of the January 25, 2006 minutes. Mr. Hunt seconded motion. Motion passed unanimously.

Mr. Olean made a motion to accept the minutes as presented. Mr. Hunt seconded motion. Motion passed unanimously.

CONSENT AGENDA

Chairman Mancini stated that the Consent Agenda contains the items in #6 Correspondence/Miscellaneous - approval on an administrative subdivision and final approval on a major and a minor subdivision. If anyone wants to remove an item from the consent agenda, they may do so.

Mr. Olean made a motion to accept the Consent Agenda as presented. Ms. Hopkins seconded motion. Motion passed unanimously.

MAJOR LAND DEVELOPMENT REVIEW

**a. Lincoln Ridge Business Park AP 41 Lot 58 Public
Informational Hearing 6:15 p.m.**

Polseno Properties Management, LLC George Washington Hwy.

Chairman Mancini explained the procedure for the public informational hearing – the Town Planner will give a presentation, then the applicant, the Board will have the opportunity to ask questions, and then the public can speak. The list of abutters was read – there were none present. Mr. Ranaldi stated that this is the commercial development of one single lot containing fifteen (15)

acres into one commercial building with associated parking and an entrance onto George Washington Highway. It is in front of the Board at Master Plan land development project review for a public informational hearing. The applicant received a Certificate of Completeness on January 17, 2006 and the Board has until May 17, 2006 to approve, approve with conditions, or deny. Revised site plans have been submitted – there was a reconfiguration of the building and parking area due to wetland concerns with RIDEM. At the Master Plan stage, there are no concerns. The greatest concern was the entrance to the property – the existing paved road on an adjacent parcel of land will be removed in the near future. Access to the property is good. The availability of water was a concern – the Lincoln water line does not go to this property. The Smithfield Water Supply Board has sent a letter advising the applicant that they can connect to the Smithfield water supply, which goes to the Smithfield/Lincoln line. They have satisfied the Town's concerns.

Mr. Thalmann, the engineer for the applicant, stated that all concerns have been addressed. He is willing to answer any questions that the Board has at this time. Chairman Mancini asked if Ms. Wiegand, the Town Engineer, had the opportunity to review the plans and Mr. Ranaldi replied yes. Chairman Mancini asked about the water hookup from Smithfield. Mr. Ranaldi read the letter from the Smithfield Water Supply Board. Mr. Thalmann stated that the Smithfield Water Supply Board requests a plan - that their engineer reviews- that the applicant complete a hydraulic model which simulates fire flow conditions and

peak demand situations – this model allows them to state that water flow and pressure are available. There are no issues with the SWSB with the model, but a formal letter must be submitted before they model it. They have also met with the Lincoln Water Commission and have an opportunity to provide a water connection between two adjacent properties – which would be beneficial to both properties. A Narragansett Bay Commission permit has already been received for sewers.

Chairman Mancini asked if anyone in the public had any comments on this development. No one came forward. Mr. Olean made a motion to close the public hearing. Mr. Hunt seconded the motion. Motion passed unanimously. Chairman Mancini asked what else the Board was waiting for at Master Plan level. Mr. Ranaldi replied that water and access was a concern, but both issues have been resolved.

Chairman Mancini stated that the Board does not usually take a vote until the Board receives public input, but there is no public input. He asked the Board if they desire to vote on this particular development. With four members presents, a majority of the Board would be needed.

Ms. Hopkins made a motion to grant Master Plan approval as recommended by the TRC with the conditions set forth. Mr. Ross advised the Board to move to amend the agenda, as Master Plan approval is not on the agenda. Ms. Hopkins made a motion to add Master Plan Approval consideration to the agenda. Mr. Olean

seconded the motion. Motion passed unanimously.

Ms. Hopkins made a motion to approve this project for Master Plan approval according to the TRC recommendations and conditions. Mr. Hunt seconded motion. Chairman Mancini advised Mr. Reilly, who had just arrived, that he would have to recuse himself as he could not vote on this motion as he was not present for the presentation. Motion passed unanimously.

b. Lincoln Point AP 31 Lots 38 & 40 Public Informational Hearing – 6:45 p.m.

Lincoln Point, LLC George Washington Hwy.

Chairman Mancini again explained the procedure for the public informational hearing – the Town Planner will give a presentation, then the applicant, the Board will have the opportunity to ask questions, and then the public can speak. The list of abutters was read – there were two abutters present.

Mr. Ranaldi stated that this is a major land development in front of the Board for a public informational hearing at the Master Plan stage. The applicant received a Certificate of Completeness on February 14, 2006 and the Board has until June 14, 2006 to render a decision. It is located on George Washington Highway behind the Marriott and Sunoco Gas Station. The applicant submitted a packet that addresses the Master Plan submission. This is a 155-unit adult living

complex for aged 55 and over. The Zoning Board has approved the parking, an internal roadway, and building height. The TRC reviewed the application under the 2005 Subdivision Regulations. The TRC raised some concerns on drainage – the applicant can address these concerns as the plans move forward. The existing drainage basin services the hotel and gas station – that would have to be reconfigured to accommodate the new building. The Zoning Board had a concern on traffic and limited the exit onto Old Louisquisset Pike, to Albion Road, then to the signal on George Washington Highway. They are in the process of speaking with the Lincoln Mall to get an access to the mall from that area. The Town supports that endeavor. Approval will be needed from NBC, RIDEM, Lincoln Water Commission – water and sewer is available to the property. There are a number of easements – the Town would like to review the easements – drainage, sewerage, vehicular access, and temporary easement for construction. The TRC did not make a recommendation; they will listen to public comments and make a recommendation then. Chairman Mancini asked how they would get access from the Mall. Mr. Ranaldi stated that the two private property owners would have to come to an agreement. Chairman Mancini also asked about water. Mr. Ranaldi stated that the LWC advised that water is available on George Washington Highway. Mr. Olean asked about the Albion Fire Department approval. Mr. Ranaldi stated that the Albion Fire Department must approve the water supply for fire suppression – this is usually not brought up at Master Plan level, but due to the size of the development, it was required.

Attorney Michael Horan, representing the applicant, stated that they would respond to the drainage and traffic. They have obtained the relief needed from the Zoning Board for parking, height, and a special use permit. The plans have been amended - traffic onto George Washington highway has been eliminated – traffic will exit onto Old Louisquisset Pike. Ongoing discussions are taking place with the Mall for access. They have met with NBC, and have received Preliminary approval from the Lincoln Water Commission dated February 16, 2006, which he submitted to the Board. Meetings have been held with the chief of the Albion Fire Department. Easement documents will be prepared and submitted to the Town.

Shawn Martin, a civil engineer with Fuss & O'Neill, stated that it is a 155-unit residential senior living apartments. There will be 290 parking spaces, two separate buildings, both buildings will be five stories with a level for underground parking – the balance is surface parking. The primary access is 30' wide road off of George Washington Highway; egress will be out onto Old Lousiquisset Pike. Additional volume and pretreatment will be provided on the site itself; the pond was sized for an office building that was previously proposed. The impervious area has been expanded from the previous application. Subsurface detention and water quality structures will be onsite with approval from RIDEM and the Town. He has had meetings with NBC and does not anticipate any problems.

Mr. Olean asked about the exit onto Old Louisquisset Pike – would it be one-way. Mr. Martin stated that you could get in or out via Old Louisquisset Pike. Mr. Olean asked about going right and Mr. Martin stated that you are not allowed to. Mr. Olean asked if there were any discussions with RIDOT to block that area off. Mr. Ranaldi stated that RIDOT has plans to block that area off. Albion Fire Chief Richard Petrin acknowledged that RIDOT has proposed blocking that area off.

No one came forward to speak.

Ms. Hopkins made a motion to close the public hearing. Mr. Hunt seconded the motion. Motion passed unanimously.

Chairman Mancini asked what is required at this stage. Mr. Ranaldi stated that the plans have been reviewed and satisfy Master Plan requirements. Moving forward would be in the Preliminary Plan and the TRC does not see any problems with the project being successful from this point forward.

Chairman Mancini stated that again the agenda would have to be amended to consider Master Plan approval. Ms. Hopkins made a motion to amend the agenda to include Master Plan consideration. Mr. Reilly seconded motion. Motion passed unanimously. Chairman Mancini stated that the Board could take a vote to consider approval of this development at the Master Plan level.

Mr. Reilly made a motion to approve Master Plan. Ms. Hopkins seconded motion. Motion passed unanimously.

Chairman Mancini advised the applicant to contact the Town Planner and Ms. Wiegand moving forward with the plans.

c. Lincoln Park AP 42 Lot 24 Public Informational Hearing – 7:00 p.m.

UTGR Louisquisset Pike

Chairman Mancini explained the process for the public informational hearing – the Town Planner will give a brief rundown on the renovation of this project, then the developer will make a presentation, then the Board may ask questions, and then the public will have an opportunity to speak.

The list of abutters was read and most abutters were present.

Mr. Ranaldi stated that this application is in front of the Board as a Master Plan land development project. It received a Certificate of Completeness on February 14, 2006 and the Board has until June 14, 2006 to render a decision. This was reviewed by the TRC and the Engineering Department under the 2005 Subdivision Regulations. The applicant has supplied the Town with a list of plans, analyzes, and reports. They are at the Master Plan level, but the TRC has determined that the applicant is actually at a Preliminary Plan level.

They have satisfied a large portion of the Town's concerns. They have received a wetlands permit and have established and redesigned the catch basins within their property to accommodate any additional flow. They have been working with the Town Engineer and she is satisfied with the drainage. A permit is required from Narragansett Bay Commission. Water service is available, but because of the longevity of the property, there are a number of water lines on the property. The LWC is requiring a master meter and backflow assembly at the road. The park would take their water from there. The LWC wants to preserve the water quality for the rest of the community. This must be done within six months of the date of the Preliminary Plan approval. The park has been working with the Town and RIDOT. The facility is located on two state highways –and the state has jurisdiction over traffic and design. They are at a 90% design submission plan. There will be improvements to the existing roadways to improve traffic in the area. All zoning concerns have been addressed – they fit the zoning requirements. They have done extensive landscaping to help mitigate the expanse of parking - impervious surfaces. There is an indication on the plans of a parking garage – this is a future endeavor that they wanted to put on the table for the Board to look at. If the park decides in the future to add it, it has already been presented to the Town as a possibility. Mr. Reilly commented that it was being presented, but not approved. He asked if the park could put in a parking garage five years from now, and Mr. Ranaldi replied yes, because it fits within the Zoning regulations. Mr. Reilly asked about the height of the garage. Mr. Ranaldi stated that if

it fits the zoning and the height requirements, they would have to come in front of the Board as a construction of a commercial entity. He recommended that the applicant put it on the plans so everyone is aware of it. It is a possibility; it has been designed into the existing parking lot layout with safety in mind, which is the Board's role in reviewing this. He is impressed with the parking lot layout and the landscape design. Mr. Reilly asked if the traffic study considered the parking garage. Mr. Ranaldi stated that he would have to ask the engineer; Ms Wiegand did review the traffic study.

Attorney Peter Ruggiero, representing the applicant, stated that this is a unique project and a significant improvement to the site. He reminded the Board that he did ask the Board to consider combining Master and Preliminary Plan; and he would like to revive that. They have provided all of the Preliminary Plan checklist information to the Town and the TRC has reviewed everything. After the presentation, he would like the Board to reconsider combining the stages. Chairman Mancini stated that he would not have a problem combining Master Plan and Preliminary Plan if the abutters had received a certified notification about the meeting. He wants to make certain that all of the abutters had the opportunity, via registered letters, to be present. He will not ask the Board to amend the agenda to reflect considering approval for both the Master Plan and Preliminary Plan. They might consider voting on the Master Plan tonight, and scheduling a public hearing for next month. Mr. Ruggeiro asked if the meeting could be continued until the abutters

are notified via certified mailing. Mr. Ruggiero stated that this project is in a severe time crunch and a delay of four-six weeks is significant. It will take less time to mail certified letters than to put an ad in the newspaper. He asked the Board to ask legal counsel for an opinion.

Mr. Ruggiero introduced the people present with him – Craig Sculos – Vice President and General Manager of the park; Robert Corbin, a representative for the owner; Shaun Martin, an engineer with Fuss & O'Neill; Keith Bloomer and John Shevlin of Pare Engineering, who did the traffic analysis; Arthur Eddie of Gates and Leighton, who did the landscape design; and Joseph Lombardo, a consultant on land use and planning. All technical experts have provided reports and explained the technical issues behind the application to the Board. Mr. Sculos will give an overall presentation. The experts are available to answer any questions.

Craig Sculos of Lincoln Park stated that they are 18-24 months into the process. There have been a series of meetings at the local level – Zoning and Planning. They have worked very closely with RIDOT. They have also held two voluntary public meetings – one at Town Hall and one at the High School in September which attracted over 100 people. Approximately six-eight people have come to the Zoning and Planning Board meetings. They have had countless informal meetings with local business leaders and individuals, abutters and residents near the facility. They have done their best to answer all questions and remain consistent with the plan. There are two points

to discuss; they have a phased approach to parking. The facility was built in the 1940's and handled crowds of 30,000-40,000 people who arrived and left at the same time. Today, the crowd comes in over the course of a day – the peak periods are not the peak periods on surrounding roadways for traffic. The facility prior to construction had approximately 3,400 lined parking spots. They are constantly asked how many more spots are being added. On special event days, they could park beyond the 3,400 spots by using existing paved or grassy, flat areas to accommodate another thousand automobiles. The phased approach to parking moves forward step by step as the facility grows. It would be great if the business warrants the parking garage; it makes no sense to erect a structure if there is no business to support it. They have spent considerable time with the engineers working with RIDOT trying to come up with the enhancements and upgrades to the surrounding roadways and intersections. BLB Investors, the parent company, will pick up the total costs of the infrastructure enhancements and upgrades. The experts can answer any questions.

Ms. Hopkins asked what the difference is between a rotary and a roundabout.

Keith Bloomer of Pare Engineering stated that he is a registered professional engineer and is also a certified professional traffic operations engineer, an additional certification indicating his expertise in the field of traffic engineering. There are many

differences between roundabouts, rotaries, and traffic circles; rotaries and traffic circles are the old style. There were no consistencies placed in the design and operations of these rotaries and circles. In some locations, the entering traffic had the right of way and the traffic inside had to yield; in other locations, it was the opposite. That led to problems - many did not have proper signage. Traffic engineers, transportation engineers, and highway design engineers have come up with standards for a roundabout design. Roundabouts are smaller in diameter and require cars to change direction and come to a yield line – a place where you have to stop and make sure it is safe to enter the roundabout area. You have to make a turn of your wheels and vehicle to enter the area – you have to slow down to 15-20 mph. You reduce the likelihood of traffic accidents over a standard intersection. A standard intersection has approximately 32 potential crossing points; a roundabout has 8 potential crossing points. This roundabout has standardized things; entering roundabouts should be easier for everybody. He showed a picture of the roundabout that is proposed. From Old Louisquisset Pike, there will be two lanes – one to turn into the park and one to go straight. Exiting the site, there is one lane that will go around the roundabout, making a left turn towards Route 7, and the second lane exiting the site going to Old Louisquisset Pike. They have met with RIDOT and a roundabout expert that RIDOT had hired. Modifications were made and RIDOT requested that they hire the expert. Roundabouts are new to RI and RIDOT asked them to get outside opinions as well as the professionals in this state. Ms. Hopkins

asked if someone going into Lincoln Park was going to cause a traffic backup. Mr. Bloomer stated that there is no reason for that to happen. There are going to be people not familiar with the operation of roundabouts, but this is a design feature that is coming to RI. The State has mandated that for any intersection studies, roundabouts must be considered and discounted – there must be reasons why a roundabout is not as good as a signalized intersection. Ms. Hopkins asked if Twin River Road would be shut down during the construction process. Mr. Bloomer stated that the roundabout will be built in stages and traffic will be detoured. Ms. Hopkins asked how long it would take. Mr. Bloomer stated that it would take approximately three months. Mr. Olean asked how many lanes of traffic exit the park going towards Old Louisquisset. Mr. Bloomer stated that it is a single lane of traffic exiting the roundabout and widens out to two lanes of traffic about 300' down the road - the intersection widens out to three lanes – a left turn lane, thru lane and right turn lane. Mr. Oleans asked why it was two lanes coming out of the park – if he was coming down Twin River Road, he would have to merge with traffic coming out of the park. Mr. Bloomer stated that traffic would have to merge with traffic coming out of the park. The initial design was two lanes but based on traffic volumes and discussions with RIDOT, they requested that this be designed as a single lane. To facilitate potential widening, the curve line was designed wide enough to encroach into the island and add a second lane if necessary. To get people used to it, it was determined that this was the safest configuration. Mr. Olean asked if the study provided for a caution

light versus a full stop light in any areas. Mr. Bloomer stated that the two locations did not meet warrants for a traffic signal were the ramps from Route 146 Northbound to Twin River Road and the intersection of Angell Road and Twin River Road. RIDOT received a request from the Town to signalize Angell Road and Twin River Road, but RIDOT reviewed the information and determined it was not necessary. The Town put in a second request; RIDOT did their own study and approved a traffic signal at that intersection. The only intersection that they studied that does not meet the warrants for a traffic signal is the northbound ramps from Route 146 to Twin River Road - there is no need to put a warning signal there. Mr. Olean stated that it looked like no traffic signal was proposed for Twin River Road at Angell Road. Mr. Bloomer stated that is correct – the study indicated that no signal is warranted. Since then, the Town submitted two requests to RIDOT. The 90% plans indicate a traffic signal being installed at Twin River and Angell Roads; it was approved by RIDOT after the studies were completed and accepted and RIDOT asked that it be incorporated into their project. Mr. Ranaldi stated that he spoke with the Town Administrator concerning this and there have been numerous requests since 1986 requesting a light at that intersection.

Abutter John Megalli of 1727 Old Louisquisset Pike asked how the traffic would be increased over the next few years due to improvements. Mr. Bloomer stated that the traffic impact analysis was completed looking at 3 scenarios – Phase I was looking at the addition of 500 Video Lottery Terminals (VLT's), Phase II was the addition of 1250 VLT's, which is the buildout of the proposed facility,

and Phase III was looking at special events and the total traffic to determine the impacts and mitigate the impacts. The study takes into account the project as proposed today. No additional traffic was taken into account because the traffic today is anticipated through the trip generation to be the traffic tomorrow. Someone asked if the traffic study was available. Chairman Mancini stated that it took him three hours to go through the traffic study. The traffic study is based on the expansion of the facility. By adding more machines, you expect more people to come. It is quite complicated - the study is based on certain times of day and certain days. Mr. Bloomer stated that peak hours of the facility are analyzed. The peak hour at the facility is anticipated to generate on a Friday 765 total trips; on a Saturday 981 trips, and on a Sunday, 945 total trips. That number was generated by calculating the daily number of trips anticipated and taking 10% of that number. By adding a zero, you get the anticipated total daily trips, which are spread out throughout the course of a day by a facility that is open from 9 am to 1 am. That number would be 7650 trips, 9810 trips, and 9450 trips spread out throughout the day. The peak hour is analyzed and impacts are mitigated. If the traffic network can handle the trips during the peak hour, they can handle the trips throughout the day. Chairman Mancini commented that the traffic study was available for review.

Karen Parker of 1 Kendall drive asked if the facility was doubling or tripling its size. Mr. Ruggiero asked if she was asking about impacts. Ms. Parker stated that she was asking about the size of the facility – if

the facility currently handles 10,000 people a day, is it going to be able to handle 20,000 people. Mr. Sculos stated that the facility has 3602 VLT's and will be adding to a total of 4750 VLT's, which is a 1/3 increase. Ms. Parker asked with all of this traffic that is going to be up and down Twin River Road and Old Louisquisset Pike, if any budget has been put aside for any people that will lose their peace, quiet, and privacy on those roads. She needs a beige brick wall the length of her property to maintain her privacy. The privacy issue is gone – there is no privacy. They are spending a lot of money to bring customers to their facility. What about the people that live on those streets – there is a big impact on the quality of life. Mr. Sculos stated that there are two answers to that – no money has been allocated to any of their neighbors but that does not mean he would not entertain having a conversation about anything the track could do. He is not in a position to allocate any money – there are exposure and liability issues. He understands her point, but the simple answer is no. Ms. Parker stated that she bought her property ten years ago and the state voted it down, but it is being brought up again. They are getting what they want – there are neighbors who may want something from the Town or the park. In Warwick, \$30,000 was spent on her friend's house when the airport was expanded for windows and central air. What are we getting? Mr. Sculos stated that the park would be paying the Town of Lincoln millions of dollars in VLT's, including property taxes and food taxes. They are also paying the state over \$250 million dollars. Ms. Parker stated that she understood that. Mr. Ranaldi stated that the Budget Board has the exact figures in the other room

that Lincoln Park contributes to the Town and takes off the tax rate that residents pay. Ms. Parker stated that she is entitled to peace and privacy and wants to know if the town has any plans at all for residents. Chairman Mancini stated that it is not in the realms of the Board; the Board looks at the Subdivision Regulations. If the park wants to do something, it is between the park and the town's people. They cannot force the park to build you a wall.

Steven Popovich stated that he owns the land across from the rotary. He questioned the width of the road – was it going to the state boundaries? If you go to the state boundaries, you will lose a lot of the buffer. Mr. Bloomer stated that based on existing pavement widths, there will be little widening along that section of roadway. Mr. Popovich asked if the existing buffers along the property line would not be taken down. Mr. Bloomer stated that the roadway would move further from the state highway line. Mr. Ranaldi asked Mr. Bloomer to explain the measures taken for trees. Mr. Bloomer stated that any existing trees and shrubbery would be protected with a tall fence and shrub protection device. These devices have to be installed along with erosion control devices – silt fence and hay bales – to prevent erosion on abutting properties. Devices will be installed and inspected before construction begins.

Deborah Ingham of 1646 Old Louisquisset Pike asked about the changes in the lanes in front of her house. Three lanes are going to be in front of her on the north side of Route 246 – two turn lanes and

a straight lane, and on the Twin River side, there is going to be a right, straight and left turn lane. There is one lane on both sides of the road now – how are you going to fit three lanes – are you cutting into the state property? Mr. Bloomer stated that all of the widening is within the state property – there will be widening at the intersections. Ms. Ingham asked what changes or adjustments would be made - if a wall would be installed along the area at Twin River Road. Mr. Bloomer stated that the pavement would be tied into the driveway and into the proposed roadway. There are no walls or planting proposed. Ms. Ingham asked about the timing of the lights – she will have four lanes of traffic to get in and out of her driveway. Mr. Bloomer stated that the lights will be times to operate better and to minimize queuing – there should be an improvement to removing the traffic in the intersection. Ms. Ingham asked if there would be a no right turn on red sign at the intersection. Mr. Bloomer stated that following a meeting at the High School, there was a call requesting a no right turn on red sign. The problem with installing such a sign would be that the intersection capacity suffers. RIDOT indicated the negatives of installing the sign are significant, a petition from the Town would allow them to consider allowing a no right turn on red sign. Ms. Ingham asked if she had to start a petition and Mr. Bloomer explained that a petition would have to be filed through a state representative or the town for the request. Mr. Bloomer stated that they believe it will operate smoothly – if it becomes an issue, the state traffic commission can operate quickly to install a no right turn on red sign. Mr. Ranaldi asked if Old Louisquisset Pike would be repaved from

Twin River Road to Cobble Hill Road. Mr. Bloomer stated that he believes a section from Twin River Road to the entrance will not be repaved. The entire intersection at Twin River and Old Louisquisset Pike will be repaved. Ms. Ingham asked when the work is scheduled to start on the intersection. Mr. Bloomer stated that they anticipated getting approval by the beginning of April or 2-3 weeks later and completing construction by the end of the construction season in December. Mr. Bloomer stated that the total widening length of Old Louisquisset Pike heading south appears to be about 300-400' including the tapers – it is about 150'.

Mr. Megalli asked about the road in front of 1621 Old Louisquisset Pike and Mr. Bloomer stated that the road widening starts at 1625 Old Louisquisset Pike. Nothing is proposed in front of 1621.

Nancy Perry stated that she is not sure of what is being widened or taken at the corner of Twin River and Old Louisquisset Pike. Mr. Bloomer stated that she is north of Twin River Road on the Lincoln Park side of Old Louisquisset Pike. In that location, the curb line is moving closer to the center of the intersection. That area is being tightened up – there is a minor widening – less than 5' wider. Ms. Perry asked where that begins. Mr. Bloomer stated that it would begin right where the right turn lane starts. The road is being widened to accommodate the dual turn lanes. Ms. Perry asked what would happen to the power lines that are there now. Mr. Bloomer stated that the power lines are still 10' off the proposed roadway so it is not necessary to relocate them.

Jane Jackson of 1615 Old Louisquisset Pike asked about the phases and the time frame. At what point would other developments be considered. Mr. Ruggiero stated that the developer couldn't do anything other than what has been presented this evening. Mr. Sculos stated that their intention is to complete the project by the end of the year.

John Megalli asked if there were any provisions for pedestrian and bike traffic. Mr. Bloomer stated that there is no pedestrian access now. RIDOT asked them to add countdown pedestrian signal heads at all signalized intersections across the main line of the roadway. If there are pedestrians there, they can push the button and get a safe period to walk across the intersection and will count down telling you how much time you have. Mr. Megalli asked about people on horses. Mr. Bloomer stated that pedestrian push buttons have not been designed for horses, but will ask RIDOT if they should be considered.

Hal Perry of 21 Twin River Road asked if curbing would be installed on Twin River Road. Currently, he has large stones on his lawn now. Mr. Bloomer stated that curbing would be replaced, as it exists. If there is no curbing now, curbing will not be installed, as it creates significant drainage issues for RIDOT and involves a complicated study. Mr. Perry stated that he has stones on his lawn to prevent people from using the breakdown lane as a passing lane. Mr.

Bloomer stated that across from the existing entrance, the road would be widened to two lanes, bringing it further away from the existing curb line, therefore increasing capacity through the intersection so that people will not be using the shoulder. Beyond the driveway, we do show curbing through that area. Mr. Perry commented that all the traffic going down Twin River Road would have to go through the roundabout, which takes about 15 seconds, and traffic would not be backed up? Mr. Ranaldi stated that there is a three-minute wait while people are turning into the track – the roundabout will reduce the wait to 40 seconds. Mr. Perry asked if anything was being planned to use the other exit for buses, deliveries, and etc. to take some of the traffic off of Twin River Road. Mr. Sculos stated that to the south of the building, closer to Old Louisquisset Pike, there will be a third entrance added to the facility with a drop off area for buses to enter, drop off and exit. Mr. Perry asked if traffic would be directed to another entrance instead of 90% of the traffic going in at Twin River Road. Mr. Bloomer stated that approximately 70% of visitors use Twin River Road and 25% use the Old Louisquisset Pike entrance. Mr. Sculos stated that the new south entrance feeds the back of house – deliveries, utilities will all come in at that entrance. Mr. Perry asked if there would be another sign on Route 146 that visitors can come in behind the State Police Barracks. Mr. Bloomer stated that the signage is addressed in the study. Chairman Mancini stated that anyone interested in the traffic study could see Mr. Ranaldi at the Town Hall to review the traffic study. Mr. Bloomer stated that the Board has a summary of the traffic study; the

actual study is a 5” binder.

Dean Lees of Angell Road asked who is working for the Town that can analyze the data that has been brought before us. Mr. Ranaldi stated that the Town Engineer is a licensed, registered professional civil engineer that has reviewed who has reviewed the 5” binder and all of the drainage. Mr. Lees stated that she is not a traffic engineer and the Town needs professionals analyzing this data. There are two sections in the Comprehensive Plan that anything relevant to traffic to this facility is prohibited from expansion. The Planning Board approved the last Comprehensive Plan – traffic is prohibited to expand. He is not comfortable with the numbers – a resident should be able to get an answer to any question. Mr. Reilly commented that the calculations were not based on what he was asking. Mr. Lees stated that a continuance should be granted until the answer is provided. This is a delicate situation. A team of experts is needed to analyze what is going on. If traffic is going to double, then it violates the Comp Plan. He would ask the Board to go to the traffic portion of Economic Development and ask the questions relevant to this facility and to make sure that it adheres to what they are looking to do.

John Larence of 1583 Old Louisquisset Pike asked if the materials are available online. Mr. Reilly asked if the developer could provide the plans in a pdf file and put it online. Mr. Larance stated that he recently called the Town regarding temporary parking across from his property. A row of trees was put in and it was recently graded,

leveled and crushed stone put in. It was his understanding that there was a buffer zone where they could not come into that area. He asked if there was a temporary variance for this use and how long it would last. Mr. Martin stated that there is a pond that is designated as future event parking. It has been graded to allow for temporary parking for employees due to construction. In the future, subject to RIDEM approval, that area would be a patron parking area for peak flows of traffic or during events. Mr. Ranaldi asked if it would be landscaped. Mr. Martin stated that any parking lot in that area would be landscaped including removal of existing asphalt that extends towards Louisquisset Pike. There are a lot open areas that would be buffered. Mr. Olean asked if they were in violation right now of parking cars in that area. Mr. Martin replied no – it is an existing parking lot. Ms. Hopkins asked Mr. Martin to explain how many parking spaces are there now and how many are proposed. Mr. Martin stated that there are 3443 striped parking spaces and there are 2000 additional spaces that are not striped. There is availability of parking spaces in excess of what meets the Town's codes. The proposed parking spaces with the garage would be 6,883. Ms. Hopkins stated that according to last month's meeting, there were 2500 spaces. Mr. Martin stated that the number fluctuates with construction. There is another parking lot near Twin River Road at the existing entrance. Mr. Reilly asked for a point of clarification – the parking spaces that were added are in an area that allows for parking within the buffer zone. Mr. Larence stated that it was communicated to him that it is temporary parking and after the construction is done,

it will be landscaped. If the parking is permanent, he will be looking at a parking lot across from his house. There are currently two trees; more trees would be needed to block the noise and lights. Chairman Mancini stated that it is an existing parking lot. Mr. Larence stated that he is a newer resident – only been here 10 years. He did not know if the parking area was included in the buffer zone.

Ms. Parker asked when the plan would be approved or denied. Chairman Mancini replied that they did not know.

Mr. Megalli asked about the water quality in the parking lots. Oil runoff from cars and extra salting from the use of the parking lots – has the water quality runoff been addressed? Mr. Martin stated that the facility does not currently have water quality devices to treat storm water. As part of the redevelopment, the entire drainage system will be removed and replaced to prevent ponding and flooding onsite and to provide water quality. Storm water ponds have been developed to mitigate impacts from the increased impervious surfaces. The site does comply with RIDEM standards and they have approved the plan. Mr. Ranaldi stated that the town engineer reviewed the drainage calculations and design. Mr. Martin stated that once salt has been dissolved, there is no way to remove salt from storm water runoff. Oils become absorbed into soils and a lot of that gets removed in the sediment that gets captured in the catch basins and some finer sediment gets captured in the storm water basins. They are designed to accumulate a ten-year sediment load – that is in

the RIDEM standards. It does not remove all road salts. Street sweeping, catch basin cleaning, and maintenance of the storm water basins help get pollutants out of the environment. No drains from the building will go into the drainage system. Near the loading docks, hoods (oil/water separators) will be provided in the area where the trucks will be driving. If there were spills or drips, the spills would flow into the catch basin and pumped out.

Martha Punchak of 19 Twin River Road stated that she lives near the other temporary parking area with the three generators; employees park in this area. Is that parking lot staying there, and if so, is it going to be landscaped? Mr. Martin stated that it is an old lot, but that it is actually going away. Ms. Punchak asked if there would be parking near the existing entrance and Mr. Martin replied it would be removed.

Mr. Megalli asked if a wildlife habitat study was done on this site. Mr. Martin replied that no study was done nor has RIDEM requested one. RIDEM has approved the project and there are biologists and engineers that review the project and look at the impacts. Mr. Megalli stated that for the 21-lot subdivision where he lives, RIDEM required a wetlands wildlife habitat study. Chairman Mancini stated that RIDEM would be the ones to require a study; RIDEM owns the wetlands.

Ms. Parker asked about the sewer system. Chairman Mancini stated that the Town has a planner, engineer, sewer superintendent, water

superintendent - they have all reviewed this. Mr. Ranaldi stated that NBC is in the process of reviewing the application. Ms. Parker asked if this was the end of the expansion at the park. Chairman Mancini stated that they are only looking at what was presented to the Board today. Ms. Parker asked if the buffer zones have changed over the last few years or if they would remain the same. Mr. Ranaldi stated that they would have to go before the Town Council, Zoning Board and Planning Board to change the buffer zone.

Mr. Olean made a motion to close the public hearing. Ms. Hopkins seconded motion. Motion passed unanimously.

Mr. Olean asked if sidewalks could be installed on Twin River Road. There is a great deal of pedestrian traffic going into Lincoln Woods. Mr. Bloomer stated that they would have to contact RIDOT to find out if this is something that they entertained in the past or would like to entertain. Mr. Olean asked for sidewalks from Old Louisquisset Pike down Twin River Road to the length of the park's property. Mr. Bloomer will look into it.

Mr. Hunt commented that traffic was the biggest concern of everybody present. He would like them to look at the no right turn on red. He can see where it is geared to get people in and out of the track quicker, but it does it at the peril of the people who abut it. Ms. Ingham is absolutely having trouble getting out now. Nothing is geared towards the people who live there. He would like to see that

become a no right turn on red. Mr. Ruggiero stated that Mr. Bloomer can explain platooning and how it will help in this situation. His design is to improve the situation that exists today. Mr. Hunt stated that he understands that the roundabout is going to make it quicker to get in and out of the park, and the analysis shows the traffic flow will be quicker and the holding time down to 40 seconds, but those 40 seconds is critical to Ms. Ingham. Mr. Ruggiero stated that it is not designed just to get people in and out of the park – it was designed to facilitate traffic movement in the area.

Mr. Bloomer respectfully begged to differ that these improvements are only to get people onto the site, particularly the right turning volumes. The two driveways that are affected are Twin River Road, turning right southbound onto Old Louisquisset Pike. There is a driveway about 50' down. Mr. Hunt stated that is Ms. Ingham. Mr. Bloomer stated that movement is not traffic approaching the site – allowing those cars to move on red does not help them to get to the site any quicker. It does improve the volumes capacity for people leaving the facility or driving eastbound on Twin River Road. The other driveway is heading westbound on Twin River Road, making a right onto Old Louisquisset north bound. There is a driveway approximately 150' away from the intersection. That distance is relatively significant – it is not people approaching or leaving the facility. We looked at existing traffic volumes and the way the intersections work, and they do not work very well. We are proposing significant improvements – retiming and adding signals, and adding

turning lanes to improve things for everybody, not just users of this facility. They are looking at an opticom system that allows the fire department to get priority at the signals that they are installed in. They have discussed this with RIDOT, and they agree that capacity will suffer significantly by restricting right turns on red. We see it at Route 116 and Blackstone Valley Place – there is no reason to wait at the light to turn right. By improving the capacity, everybody is moved away from the intersection and onto the roadways. A group of cars come through, then a gap, then a group, then a gap. The gap provides the opportunity for these driveways to get in and out. They looked at the safety issues and the accident data and did not find many accidents in the area. Any issues would have been accommodated and the design would have been changed. Mr. Hunt stated that the people of Lincoln are definitely getting something, but some people in Lincoln are losing something. If as the Planning Board, they can suggest a sidewalk or a no right turn on red - that is something that will help the abutters. Chairman Mancini stated that he could understand both arguments. If there is a problem, it can be corrected. If there is an impact, it is just a matter of going back to RIDOT to adjust the lights. Maybe the traffic engineer is right – maybe the traffic flow will be much better.

Ms. Hopkins asked how emergency vehicles which are going left onto Twin River Road, how is this roundabout better than a light? Mr. Bloomer explained that roundabouts are known to improve response time. When emergency vehicles come up, this is an open area. From

whatever direction they approach, everyone will see them and hear them. People are not going to enter when there is an emergency vehicle coming. Ms. Hopkins does not think that people unfamiliar with the roundabout will stop. Mr. Bloomer stated that the other issue for this site is that they had a meeting with the fire chief and he understands that the fireboxes are on the southern side of the building and would approach this facility from the Old Louisquisset Pike entrance.

Chairman Mancini stated that he wanted to address the issue that Mr. Ruggiero brought up earlier about combining Master and Preliminary Plan. Mr. Ross stated that he thinks the Board can do it, but the Board can not amend the agenda for tonight and vote on Master Plan and set up something down the road for Preliminary. The appropriate motion would be to amend the current agenda for consideration of Master and Preliminary Plan approval; he would then expect a motion to defer the decision to a future date to allow the ten-day notice of the certified mail to go out to the abutters. When you adjourn at the next meeting, then the motion can be made to consider the combination Master and Preliminary Plan approval. Under state and local regulations, the Board has the authority to waive certain requirements. The Board can waive the requirement of the newspaper ad, because you are continuing this meeting to a date down the road until a certified mailing can go out. Chairman Mancini wondered how this would help them out as far as time was concerned. There was some confusion over last month's meeting – the Board was supposed to consider this development as both

phases Master and Preliminary. Master plan is a concept that has been shown at least a half dozen times. When they receive Preliminary Plan approval, they have authority to move on and dig holes. He also wants to make sure the Board does not do anything illegal here either. Mr. Ross stated that a special meeting would be required.

Mr. Reilly commented that at last month's meeting, the Board talked about combining stages but agreed that they did not want to do that. Mr. Ruggiero is asking the Board to reconsider. Mr. Reilly stated that he is concerned that there are discrepancies between this project and the Comprehensive Plan. He would like the developer, Town Planner and TRC to look at all aspects of the Comp Plan and determine if this is in compliance with the Comp Plan. There are sections of the Comp Plan that say the expansion of Lincoln Park should not happen. Mr. Ruggiero stated that their consultant provided a report and the TRC also found that the project was consistent as proposed with the Comp Plan.

Mr. Ross stated that a Comprehensive Plan is precisely that. You can look at one element and find that the project does not comply; yet if you look at other elements, it does. It is a balancing thing, but the important thing is that the project complies with the Comprehensive Plan's intents and purposes. Statewide Planning looks at these matters the same way.

Chairman Mancini stated that the Board is looking at several options: to amend the agenda to consider Master Plan approval as was done in the previous two matters; to amend the agenda to combine Master and Preliminary Plan and continue meeting to a future date to allow for a certified mailing; or to look at it as it is stated right now. Mr. Olean asked for a clarification if option #1 was approved – what would the next step be? Chairman Mancini stated that the next step would be to schedule a public hearing for Preliminary Plan approval. Mr. Olean asked how much time was needed. Chairman Mancini stated enough time to allow for sending out registered letters. Mr. Reilly stated that the Board has until June 14 to make a decision. Mr. Olean asked if the ad could be put in the newspaper while the letters are being mailed. Mr. Ross explained that public notice by ad is 14 days, but public notice by certified mail is 10 days. Mr. Reilly does not think the ad should be waived; he would like to get as much public input as possible.

Mr. Reilly made a motion to amend the agenda to consider Master Plan approval. Mr. Olean seconded motion. Motion passed unanimously.

Mr. Olean made a motion to approve the Master Plan. Mr. Reilly seconded the motion for discussion. He is not comfortable and would like to read the Comprehensive Plan and see where the project is allowed. Ms. Hopkins stated that she does not like the roundabout.

Mr. Olean asked if the Board moves on, do they still have the

opportunity to deny the project. Mr. Reilly replied yes. Mr. Olean stated that both sides of Comp Plan were compared – it is how you look at it. Mr. Ranaldi stated that he had to agree – Mr. Ross gave a good generalization of the Comp Plan. The Comp Plan is vague and something vagueness is good. From a Comprehensive Plan stage, and being a certified planner, he feels comfortable that what is being proposed is in compliance with the Comp Plan and they are also improving the surrounding area. Mr. Reilly does not disagree – he likes the plan – he just wants more time to review the Comp Plan. Mr. Olean stated that the Board could move it forward and still deny it. Ms. Hopkins stated that she has experience with rotaries and she does not like it. Chairman Mancini stated that RIDOT is in charge of the roads. Mr. Ross stated that RIDOT signed off on this; RIDOT is promoting the roundabout. Mr. Ruggiero advised the Board that the State is not bound by the Town's decision.

A roll call vote was taken: Mr. Reilly - no; Mr. Hunt no; Mr. Olean – yes; Chairman Mancini – yes; Ms. Hopkins – yes. Motion does not carry.

There being no further business to discuss, on a motion made by Mr. Reilly and seconded by Ms. Hopkins, it was unanimously voted to adjourn. Meeting adjourned at 9:05 p.m.

Respectfully submitted,

Margaret Weigner

Attached TRC Report:

On March 9, 2006 at 2:00 pm, the Technical Review Committee met to review the agenda items for the Special Planning Board meeting on March 16, 2006. In attendance were Al Ranaldi, Russell Hervieux, Peggy Weigner, Kim Wiegand, John Faile, and Greg Mercurio. Below are the Committee's recommendations:

Major Land Development Review

- a. Lincoln Ridge Business Park AP 41 Lot 58 Public Informational
- Polseno Properties Management George Washington
Hwy Hearing – 6:15 PM**

This application is under the 2005 Subdivision Regulations and represents the commercial development of a single lot containing approximately 15 acres. This project is in front of the Planning Board for a Master Plan Land Development Review. On January 17, 2006, the Master Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty

(120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master plan as submitted, approve with changes and/or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Plan review must be made by May 17, 2006 or within such further time as may be consented to by the applicant.

This project is in front of the Planning Board for a Public Informational hearing. The Technical Review Committee does not have any additional concerns other than the concerns noted during the January Planning Board meeting. The TRC recommends that the applicant incorporate any comments presented at the public informational hearing and return for review during the April Planning Board meeting. Below are the concerns presented by the TRC during the January Planning Board meeting.

The Technical Review Committee and the Engineering Division has reviewed the above proposed subdivision according to the 2005 Land Development and Subdivision Regulations master plan requirements and standard engineering practices. The plans reviewed were entitled "Preliminary Design Plans- Phase I Lincoln Ridge Business Park, AP 41 Lot 58", Lincoln, Rhode Island, sheets 1-8, prepared for Polseno Properties Management, LLC by Thalmann Engineering Co., Inc., dated November 2005. Additional information received includes:

1. "Traffic Impact Study, Route 116 Commercial Development, prepared for Thalmann Engineering Co., Inc., prepared by RAB Professional Engineers, Inc. November 2005,

2. Drainage Report & Calculations, Lincoln Ridge Business Park,

George Washington Highway, AP 41 Lot 58, Lincoln prepared for Polseno Properties Management, LLC by Thalmann Engineering Co., Inc., dated December 8, 2005,

3. Lincoln Ridge Business Park- Phase I, Major Land Development, George Washington Highway AP 41 Lot 58, Master Plan-Development Impact Narrative, dated December 8, 2005

The application was reviewed by the Technical Review Committee and the Planning Board during their January 25, 2006 meeting. Based on that meeting, there was only one significant outstanding concern. The concern was the availability of public water to the site. The Lincoln Water Commission or other public water authority needs to state that public water to the development is available. Availability of a public water service will be required as a condition of approval. The LWC stated that water to the site would require the developer to install a water line in Rt. 116 at the developer's expense. Confirmation that the developer will provide water using this source would have to be confirmed. The applicant has submitted a letter stating their intent to obtain public water from the Town of Smithfield. Discussions with Smithfield have been positive.

b. Lincoln Point AP 31 Lots 38 and 40 Public Informational

- Lincoln Point LLC George Washington Hwy Hearing – 6:45 PM

On February 14, 2006, the Master Land Development Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall,

within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master land development plan as submitted, approve with changes and/or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Land Development Plan review must be made by June 14, 2006 or within such further time as may be consented to by the applicant.

This project is in front of the Planning Board for a Public Informational hearing. The Technical Review Committee does not have any additional concerns other than the concerns noted during the January Planning Board meeting. The TRC recommends that the applicant incorporate any comments presented at the public informational hearing and return for review during the April Planning Board meeting. Below are the concerns presented by the TRC during the January Planning Board meeting.

The Technical Review Committee and the Engineering Division reviewed the above proposed land development project according to the 2005 Land Development and Subdivision Regulations master land development plan submission standards and requirements and standard engineering practices. The submission includes a plan set entitled "Lincoln Point Senior Residential Community" Master Plan Submission, AP 31 Lots 38 & 40, George Washington Highway, Lincoln, Rhode Island, prepared for Lincoln Point, LLC by Fuss & O'Neill Inc., dated January 2006. Also submitted was a document entitled "Master Plan Submission" dated January 2006 for the above

project. The Technical Review Committee noted the following concerns.

Drainage/ environmental

The development has identified wetlands on and adjacent to the property. The delineation shown was approved by RIDEM under a separate approval several years ago. The project will require approval from the RIDEM Wetlands program for preliminary land development plan approval. Any change to the drainage discharging to George Washington Highway must be approved by RIDOT. The drainage is proposed to be mitigated using existing detention basins. It is recommended that the grades and configuration of the basins be checked for conformance with the original plans approved by RIDEM. The drainage is the headwaters of the Mosshasuck River and contributes to the Manton Pond, a Town owned resource. Water quality mitigation must be carefully designed as a part of this project.

Traffic

The project proposes to use an existing access from George Washington Highway as well as a new access onto Old Louisquisset Pike. According to the Zoning Board approval, the access from George Washington Highway must be an entrance only, except for emergency vehicles. All other vehicles will have to exit via Old Louisquisset Pike. There is a proposed, potential future access into the Lincoln Mall. The applicant is encouraged to pursue this access, rather than depend only on using Old Louisquisset Pike and Albion

Road which are old, narrow and winding. Approval of the Preliminary Land Development Plan will be contingent on receiving a physical alteration permit from the RIDOT for the access to Old Louisquisset Pike and the George Washington Highway.

Utilities

The project must obtain approval from the Narragansett Bay Commission for sanitary sewer discharge. The developer is responsible for any modifications to the private pump station. Under General Notes, note 5A on sheet C4.01 needs to be corrected: all coordination with the sewers should be with the Narragansett Bay Commission and the owner of the private pump station, not the Town of Lincoln. Note 5C regarding the gas line should reference New England Gas, not Narragansett Bay Commission. The Lincoln Water Commission (LWC) must approve the water service. Preliminary Plan approval is contingent on receipt of a letter from the LWC stating that there is sufficient public water for the project and that the plans are acceptable. The Albion Fire Department must approve the development's water supply service for fire suppression.

Easements

This land development requires a number of easements. The following easements will be needed from and across Lots 207 and/ or 208:

- Drainage**
- Sewer**
- Vehicular access**

- **Temporary easement for construction**

c. Lincoln Park AP42 Lot 24 Public Informational

- UTGR Louisquisset Pike Hearing – 7:00 PM

On February 14, 2006, the Master Land Development Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master land development plan as submitted, approve with changes and/or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Land Development Plan review must be made by June 14, 2006 or within such further time as may be consented to by the applicant.

The Technical Review Committee and the Engineering Division reviewed the above proposed land development project according to the 2005 Land Development and Subdivision Regulations master land development plan submission standards and requirements and standard engineering practices. The submission includes a plan set entitled “Lincoln Park, Racetrack Renovations, Site Construction Plans”, 1600 Louisquisset Pike, Lincoln, Rhode Island, prepared for Jeter, Cook & Jepson Architects, Inc. by Fuss & O’Neill Inc., dated January 4, 2006. Also submitted was a document entitled “Drainage Analysis, Lincoln Park Racetrack Renovations” revision date January

12, 2006. An additional document, “Supplemental Information for Flood Plain Analysis” Lincoln Park Racetrack Renovations dated February 22, 2006 prepared by Fuss & O’Neill Inc. was also received. Also submitted was a plan set entitled, “Lincoln Park Expansion Off Site Improvements” – 90% submission plan set. The Technical Review Committee noted the following concerns.

Environmental/ Drainage

The proposed expansion has received a permit from the RIDEM Wetlands Program. The reconstruction will include water quality mitigation which the site currently lacks. According to the above Drainage Analysis, the expansion of the Lincoln Park includes proposed storm water management, both water quality impact mitigation and control of the rate of flow to zero or less net increase from pre-development to post-development. Additional analysis by the engineer determined that the 100-year frequency flood elevation associated with the unnamed stream will not increase the impact at the Paul Street bridge.

Sanitary sewers

The facility is currently serviced by the Narragansett Bay Commission (NBC) sewers. Any expansion or change to the wastewater flow is required to be permitted and approved by NBC. According to the applicant, they submitted plans for review and consideration by NBC. They are waiting for an approval. Approval of the preliminary plans is contingent on this permit.

Water service

The expansion of the facility is proposed to be serviced by public water. The proposed expansion of this property involves the relocation of several domestic and fire services, relocation of hydrants, and installation of several new water services and mains. Any expansion or change to the wastewater flow is required to be certified by the Lincoln Water Commission (LWC) that a) the proposed water system is acceptable and b) water can be provided to the proposed project as approved. Approval of the preliminary plans is contingent on this certification. According to John Faile, LWC superintendent, water can be provided to the project, and the proposed water system is acceptable, with the condition that the master meter and backflow assembly be installed as shown on drawing C12.09, within six (6) months of the date of Preliminary Plan approval.

Traffic

There will continue to be existing means of egress to Old Louisquisset Pike. The Twin River Road entrance will be relocated and reconstructed as a roundabout. The reconstruction and relocation, as well as the impact from the expansion, must be approved by RIDOT. The applicant has been working diligently with RIDOT and has recently submitted 90% design submission plan set. Approval of the preliminary plans is contingent on this permit.

The Technical Review Committee reviewed all of the submitted documents and plans and concluded that the applicant has designed and developed a land development project at the Preliminary Plan stage. The applicant has successfully addressed all of the concerns that the TRC had regarding the expansion of the Lincoln Park. The applicant has been working diligently with all local and State agencies to successfully address any and all concerns regarding this project. The applicant has attended numerous public meetings to describe and explain this project. All public input have been successfully addressed. Therefore, the Technical Review Committee supports combining the Master Plan review stage and the Preliminary Plan review stage. If the Planning Board agrees and the public informational hearing goes well, the TRC recommends that the project receives Approval with Conditions of the Preliminary Plan Land Development project. The following items are the recommended conditions;

- 1. Narragansett Bay Commission (NBC) permit**
- 2. Lincoln Water Commission - the master meter and backflow assembly be installed as shown on drawing C12.09, within six (6) months of the date of Preliminary Plan approval.**
- 3. Rhode Island Department of Transportation – Physical Alteration Permit (PAP)**

Correspondence / Miscellaneous

- a. Administrative Subdivision Approved AP 2 Lots 77, 105, 107, 109,**

and 115 - Industrial Circle: During the last month, the above noted administrative subdivision was reviewed and approved by the Administration Officer. All regulations were successfully met by the applicant and the appropriate fees were collected. The applicant recorded the subdivision on the same day.

b. Final Major Subdivision Approved AP 26 Lot 129 Presidential Estates – Harris Avenue: During the first part of February, the above noted subdivision was reviewed and approved as the final plan by the Administration Officer. All conditions of approval were successfully met by the applicant and the appropriate bond was collected. The applicant recorded the subdivision on the same day.

c. Final Minor Subdivision Approved AP 35 Lot 67 Blackstone Valley Builders - Birch Street: During the past month, the above noted subdivision was reviewed and approved as the final plan by the Administration Officer. All conditions of approval were successfully met by the applicant and the appropriate fees were collected. The applicant recorded the subdivision on the same day.